

COUNTRY East Germany Approved For Release 2001/11/21 : CIA-RDP80-00810A000500420002-8TOPIC Alt Loennowitz Airfield

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EVALUATION 25X1A PLACE OBTAINED 25X1ADATE OF CONTENT 25X1ADATE OBTAINED 9 February 1953REFERENCES 25X1CPAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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SOURCE

1. Air activity observed at Alt Loennowitz airfield from 3 December 1952 through 9 January 1953 included:

3 December. Flying began at 9:15 a.m. Four MiG-15s were observed climbing to an altitude of more than 1,000 meters, where they apparently practiced turns and dives over a thin cloud base. The weather was fair, but became cloudy with intermittent snowfalls after 1 p.m. Flying was discontinued in the afternoon.

4 December. No air activity was observed. From 8:30 to 10:30 a.m., source heard the noise of piston engines. Prior to noon, the weather was clear; afterwards it became cloudy.

5 to 9 December. There was no flying. It snowed on 5 December.

10 December. From 9:30 a.m. to 3 p.m., eight MiG-15s practiced take-offs in groups of two. The weather was clear in the morning with a temperature of about -10° C; after 12:30 p.m., it became hazy.

11 December. After 8:30 a.m., nine MiG-15s took off and headed west in a right echelon formation. At 9:10 a.m., six MiG-15s, three Yak-11s, and one Po-2 were observed in front of the hangars; four MiG-15s served as the alert flight.

12 December. Shortly after 9 a.m., six MiG-15s took off at intervals of one minute each. At 10:10 a.m., another six MiG-15s took off individually. While four of the latter planes circled over the field; the remaining two headed west in formation. At 11:15 a.m., four MiG-15s took off for local training flights. There was thawing weather with intermittent drizzles.

13 December. After 9 a.m., 12 MiG-15s took off in groups of three. The weather was cloudy.

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15 December. From 8 to 11:30 a.m., source heard the noise of running jet engines from the field. Between 12:30 and 12:40 p.m., five MiG-15s, which took off individually, immediately climbed into the clouds.

16 December. Individual and formation flying in groups of two was observed after 9 a.m. A Yak-11 practiced take-offs. The weather was clear and visibility was good. One of the MiG-15s seen was marked by the red No 403. Flying was discontinued at about 12:30 p.m. At 10:30 a.m., four MiG-15s were observed in front of the hangars, two were taxiing from the hangars to the eastern end of the runway. Four other MiG-15s were seen at the parking lot of the alert planes. Two conventional piston engine planes were parked near the hangars. There was night flying from 5 to 8:15 p.m. The planes involved took off in groups of two and three and flew in right echelon formation with their position lights switched on. Two searchlights were in operation.

17 December. There was no flying. It snowed.

18 December. After 8 a.m., individual MiG-15s practiced flying in an altitude of more than 1,000 meters. At 8:05 a.m., firing and the noise of a target-tow plane was heard. From the northern bank of the Elbe River, source observed a twin-engine, target-tow plane with double rudder assembly shuttling between Muehlberg and Pelgern at an altitude of about 800 meters. Individual MiG-15s attacked the target from altitudes of about 1,200 meters. After firing at the target, the attacking planes again climbed to their previous altitude. At 3 p.m., source observed the vapor trails of two MiG-15s, which practiced turns and dives. Temperature was -30° C; the weather was clear until 3 p.m., when the fog began to form.

19 December. The weather was foggy. No air activity was observed.

20 December. In the morning, two MiG-15s made local training flights mostly above the clouds. The cloud base was at an altitude of 200 meters.

21 December. At 10 a.m., two MiG-15s took off for formation flying. The weather was overcast.

22 and 23 December. There was no flying. At 8:30 a.m. on 23 December, 12 MiG-15s were lined up north of the runway. Another MiG-15 was being towed by a tractor to the hanger; the six alert planes were seen at their usual parking lot.

24 December. The weather was rainy. There was no flying.

25 December. After 8:30 a.m., six MiG-15s took off at intervals of one or two minutes for individual local training flights with extended landing gears. Flying was discontinued at about 3:30 p.m. The weather was hazy.

26 December. Several MiG-15s were observed flying at a large altitude. No details could be determined. The weather was clear and frosty.

27 December. From 9 a.m. to 2 p.m., five MiG-15s circled over the field with extended landing gears; four MiG-15s were practicing formation flying, four others flew in formation at a high altitude as could be determined from their vapor trails. The weather was clear with a light frost.

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23 to 31 December. No air activity was observed.

1 January. There was no flying. The weather was foggy. The six alert planes were seen at their parking site. Twelve railroad tank cars guarded by a double sentry and two boxcars were observed on the spur track. At dusk, three details of about 100 men each armed with carbines and submachine guns were seen marching near the eastern section of the runway. A group of officers was standing near the alert planes. Source believed that a military inspection was being held or prepared.

2 January. It had snowed in the preceding night. There was no flying.

3 January. New snow 10 cm high had fallen. The weather was hazy. At 10:30 a.m., a MiG-15 took off headed southeast. Otherwise there was no flying.

4 and 5 January. There were continuous snowfalls. No air activity was observed. The alert flight consisted of six planes. Snow was being cleared from the runway by Soviet soldiers with two snowplows.

6 January. At 1:30 p.m., three MiG-15s including the red No 427 took off and flew three circles over the field. From 2 to 3:30 p.m., six Il-10s made local training flights with extended landing gears. Nos 38 and 40 were identified. The weather was frosty and clear until 2:30 p.m.

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7 and 8 January. There was no flying.

9 January. There was no flying. The weather was clear until noon, then it turned dull, and toward the evening it began to snow. At 8:45 a.m., source saw a detail of 60 men and two caterpillar tractors, which apparently had the mission of clearing snow from the runway.

2. From 6 to 9 p.m. on 4 December, source saw a searchlight in operation at the AAA emplacement on the southern border of the field. A searchlight was again in operation from 6:30 to 8:30 p.m. on 5 December. The same observation was made from 6 to 9 p.m. on 8 December.
3. Prior to early January 1953, six guns were observed at the AAA emplacement at the southern edge of the field. Two double-sentries, who wore parkas, were observed patrolling the emplacement on 9 January. The gun crews lived in camouflaged bunkers which projected about 30 cm above the ground. Smoke was seen curling up from all bunkers. A radio truck seen at the emplacement in late October, had been no longer observed since early December. Logs were piled up near the emplacement in early January. A school in Alt Loennewitz quartered AAA officers. Two low wooden buildings had been erected south of the well in the Loennewitz farm. Six tents were still observed in early December.

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materials, timber, wire and barbed wire was seen near the school. Two sentries wearing red-bordered black epaulets were posted at the road junction in Alt Loennewitz. <sup>2</sup>

4. In early December, source observed a low wooden building with four steel masts arranged in a square with sides 80 meters long, 200 meters west of the railroad line in the approach lane. The masts, which were braced twice, were 16 meters high. A large low wooden building with a 20-meter steel mast by its side was seen 200 meters from the former radio installation toward the airfield. The mast had a rigging device on its top. Four wooden masts were previously available at this site. Another 100 meters toward the field, there was a large low wooden building with four wooden masts about 15 meters high. Another 150 meters nearer to the field, there was a low wooden building without radio masts. A low wooden building with four steel masts arranged in a square was seen in the park between the eastern end of the runway and the Loennewitz-Marxdorf road.

[REDACTED] this installation had previously been in the southwestern corner of the field. The windows of the latter low wooden building were lighted at night. At the radio installation immediately northwest of Beiersdorf, three low wooden buildings measuring 5 x 4, 3 x 4, and 2 x 2 meters had replaced a single-story brick building which had been dismantled. A mast about 20 meters high and braced at five points was seen at the site. The area was surrounded by a barbed-wire fence at a perimeter of about 80 meters. At night, the area was illuminated by four spotlights posted at the fence. The soldiers of this radio installation frequently picked up water at the Marxdorf signal box. <sup>3</sup>

5. Two hundred meters northeast of the park and northeast of Alt Loennewitz a hole about 4 x 5 meters was dug in the second half of December. Three such holes were dug 400 meters west of the AAA emplacement at the southern edge of the field. A newly built bunker 10 x 4 meters on Hill No 87.0 was occupied by a squad of soldiers who had a watch dog.

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1. Comment. A fighter regiment is stationed at Alt Loennewitz airfield. In good weather, the air activity was rather heavy during the reported period. Already previous reports indicated, however, that flying at the field was also practiced in bad weather and that flights over the clouds were made. Training flights made on MiG-15 with extended landing gears indicate that junior pilots were being trained. Aircraft No 427 was reported for the first time. Since late December 1952, it has been believed that one of the two ground attack regiments previously stationed in Doeberitz moved to Alt Loennewitz. From 26 December 1952 through 1 January 1953, a total of six trains loaded with air force personnel and equipment was dispatched from Doeberitz to Falkenberg railroad station, which serves Alt Loennewitz airfield.

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2. Comment. There was no change in the status of the light AAA battery emplaced at the southern edge of the airfield, west of Alt Loennowitz. The existence of another AAA emplacement reportedly located west of the hangars, has not been confirmed to date. See

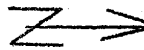
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3. Comment. The arrangement of the PKV-45 D/F station and of the landing beacons is reported for the first time in such detail. Also see Annex. The existence near Beiersdorf of an outer low frequency approach beacon was known previously. The existence of two PKV-45 D/F stations in the approach lane was observed also at other airfields. In stating that the individual masts of the D/F station were 30 meters apart, source probably made an error in observation. It is furthermore believed that the masts of the second radio installation were of steel. The radio installation in the park in the southeastern portion of the field probably was a net control station.

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Location of radio installations on Mt Loennewitz Airfield

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Annex to

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Legend.

1. Low wooden building without masts
2. Large low wooden masts, 15 meters high
3. Large low wooden building with a steel mast about 20 meters high
4. Low wooden building with four steel masts, 16 meters high
5. Single-story brick building with one mast about 20 meters high
6. Low wooden building with four masts in the park

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